

homes a year. So it is not just landfill space that is saved under the Evergreen project.

AlliedSignal and DSM plan to market nylon 6 products made with caprolactum from the Evergreen facility to carpet manufacturers, auto makers and others to produce the highest quality nylon products. You will soon see Infinity Forever Renewable Nylon on products in early 2000.

I applaud the private sector initiatives that led to the evergreen project and I am particularly pleased that they have chosen the great state of Georgia in which to operate.●

TRIBUTE TO JAMES DUNCAN

● Mr. BURNS Mr. President, I rise today in recognition of James Duncan of Billings, Montana, a shining example of altruism and leadership. He is being awarded the 1999 Outstanding Fund Raising Executive Award by the National Society of Fund Raising Executives.

As president of the Deaconess Billings Clinic Foundation, James has helped increase the Foundation's assets and endowments by over 46 million within four years. However, Jim's efforts extend far beyond the reaches of his organization. He has worked with ZooMontana, was instrumental in the donation of \$50,000 to Easter Seal, and donates his fund raising expertise free to rural communities across Montana.

Montana is lucky to have people like James Duncan. His dedication to this community serves as an example for all of us.●

TRIBUTE TO GORDON J. LINTON

● Mr. SARBANES. I rise today to pay tribute to a dedicated and effective leader of our Nation's transit program, Gordon J. Linton. Gordon recently resigned his post as the thirteenth head of the FTA to move on to other opportunities, and I would like to express my appreciation for the outstanding work that he has done.

During his six-year tenure as head of the Federal Transit Administration (FTA), Gordon Linton has proved to be one of the best and most accomplished Administrators. He spearheaded the FTA's Livable Communities Initiative which has demonstrated that transit can make a substantial contribution toward improving the quality of life in communities all across the Nation by improving the links between transportation and housing, schools, places of worship, employment and recreation. He worked tirelessly to expand citizen participation in the decision-making process to help make transit facilities and services more customer friendly and community-oriented. He played a key role in shaping the transit portion of the landmark Transportation Equity Act for the 21st Century—or TEA-21—which is providing record levels of funding for public transportation and established the innovative Access to

Jobs program which is designed to ensure that people in transition from welfare to work have adequate transportation services.

I first came to know Gordon six years ago in July, when I chaired his nomination hearing in the Banking, Housing, and Urban Affairs Committee. It was clear that day, and evident throughout the past six years, that Gordon Linton was a passionate advocate for transit. He not only designed and directed over \$37 billion in federal mass transit investments throughout the country—but never forgot that leadership begins by example and used public transportation himself to get to work and in traveling in communities around America. Mr. Linton came to Maryland on numerous occasions to support mass transit projects and improvements—projects such as the Baltimore Light Rail system; regional transit, such as the MARC commuter rail system; small town and rural systems to connect citizens in our rural areas to jobs, health care, education. He has done this in Maryland and he has done this in every state across the Nation.

Mr. Linton has exemplified a steadfast commitment to public service and public transportation. He is the longest-serving head of the Federal transit program since it was enacted in 1961. Before coming to Washington, Mr. Linton served as a member of the Pennsylvania House of Representatives in Pennsylvania where he was instrumental in passage of the Commonwealth's first dedicated source of funding for transit and Pennsylvania's seat belt legislation. I am pleased to say that through his work as a Pennsylvania legislator and through his sincere, skillful shepherding of the Federal transit assistance program, Mr. Linton has proven his commitment to improve mobility, invest in our future and make America more livable for all Americans.

Mr. President, I know that every one of us whose constituents have benefitted from Gordon J. Linton's leadership of our Federal Transit programs wish him well.●

TRIBUTE TO GARY W. PURYEAR

● Mr. SMITH of New Hampshire. Mr. President, I rise today to honor Gary W. Puryear of the 94th Regional Support Command, for his leadership and vision in creating one of the most comprehensive development and land exchange projects in support of the soldiers, sailors, and marines in the United States Armed Services.

Mr. Puryear established himself as a leader while developing a state-of-the-art home and training center for twenty-one units of the United States Army, Navy, and Marine Corps Reserve in Manchester. He spearheaded this innovative program, assisting the Department of the Army in saving over \$2.5 million dollars in repair and maintenance costs. His efforts also saved the Navy over \$350,000 per year in lease

costs, and fostered the expansion goals of both the Manchester Airport and Saint Anselm College.

Mr. Puryear also actively worked to publicize the Army Reserve's Modular Design System (MDS), highlighting its cost effectiveness and speed, and subsequently reaffirming the importance of pursuing a process of multiple and mutual success.

Mr. Puryear's efforts largely contributed to creating this state-of-the-art training center. As a result, 1,091 soldiers now occupy the center as a residence and a training site. The center itself indirectly helped expand the Manchester Airport as a vital shipping and transportation link by freeing up prime development space for airport related activities.

Gary Puryear has proven himself an innovative leader who is committed to the United States Armed Forces, and the community as a whole. He has assisted in saving the taxpayers thousands of dollars annually, enhancing the readiness of our armed forces, and solidifying a long-term military presence in Manchester and Londonderry. It is an honor to represent him in the United States Senate.●

TRIBUTE TO MARK ALDRICH, TRUSTED ADVISOR AND FRIEND

● Mr. SMITH of New Hampshire. Mr. President, I rise today to pay tribute to Mark Aldrich on the occasion of his retirement, on November 30th, from the United States Senate after 20 years of service.

For the past nine years, Mark has served as my State Director, confidant and community leader. Mark also served my predecessor, Senator Gordon Humphrey, as a loyal and dedicated staff member for more than a decade.

Over the years, I have had the pleasure to travel thousands of miles with Mark, through the Great North Woods, the covered bridges of Orford and Cornish, and the scenic mountains of the Monadnock Region. Mark and I drove in his old Cadillac * * * sharing stories and helping the people of New Hampshire.

Together we worked to secure federal funding for the expansion of the Manchester Airport, the newly completed Reserve Center in Londonderry, the Portsmouth Naval Shipyard, the development of the Pease Air Force Base and so many other important projects that have helped to fuel the New Hampshire economy. Mark should take great pride in his many fine accomplishments, especially in promoting economic vitality in the North Country and throughout the state. I know that the many businesses and communities he helped will miss him, as I will.

Mark is the kind of leader that we all aspire to become. He mixed humor with guidance, making each of his fellow staff members feel comfortable while sharing his advice and expertise. He energized the office allowing for greater productivity and a fierce sense of loyalty.